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View of the Harbour. Terms moderate.
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Hongkong, 27th June, 1905. [43]

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"GLENWOOD,"
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Hongkong, 20th September 1905. [673]
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Hongkong, 17th March, 1905. [44]

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Hongkong, 1st August, 1906. [a33]

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THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD., KOBE.
AGENTS: F. BLACKHEAD & CO.
Hongkong, 16th August, 1905. [1905]

FOR BATHING PARTIES.



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BLACKBERRY BRANDY,
CHERRY BRANDY,
CHERRY WHISKY,
CHERRY GIN,
SLOE GIN,
PEPPERMINT.
TELEPHONE No. 75.
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 12th July, 1906. [a34]

THE LAHMEYER ELECTRICAL CO., LD.

THE
FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to **SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [46a]

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	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
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" OLD HIGHLAND -	10.50
" C. P. & CO'S SPECIAL BLEND -	20.00
PORT WINE, INVALIDS -	13.75
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THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.
WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
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ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

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BOMBAY.
Hongkong, 6th April, 1904. [708-2]



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THE UNRIVALLED SCOTCH WHISKY
\$14.00 PER DOZEN.

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WEDNESDAY, 12TH SEPTEMBER, 1906.

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THE SALVAGE STEAMER

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Complete with Five Centrifugal Pumps, Piping, Bends, India Rubber, Flexible Suctions
Armoured, Phosphor Bronze Flexible Steam Piping. Two sets new Diving Gear by Messrs.
Siebe, German & Co. Tools, Blocks, Tackle, Wire and Hemp Ropes, and all necessary appli-
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Breadth 23 feet 5 inches.
Depth of Hold, 10 feet.
Tons Gross, 257.
Tons net, 92.
Dead weight, 200 Tons.
Draft laden, 12 feet 10 inches.
Draft light, 10 feet 6 inches.

Engines, Triple
Horse-power {Nominal 64.
Indicated 650.
Cylinders diam. 15 in., 22 in. and 35 in.
Cylinder stroke, 27 in.
Boiler, One, 8 E. Tubular.
Working Pressure, 139 lbs.
Consumption per day 7 Tons.
Average Speed, 11 knots.
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Water Ballast, 22 Tons.
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[1549]

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Every Comfort
Ladies' & Gentlemen's Tea Rooms
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12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
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5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
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Hongkong, 20th September 1905.

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FOR BATHING PARTIES.



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CHERRY BRANDY,
CHERRY WHISKY,
CHERRY GIN,
SLOE GIN,
PEPPERMINT.

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Armoured, Phosphor Bronze Flexible Steam Piping. Two sets new Diving Gear by Messrs.
Siebe, Gorman & Co. Tools, Blocks, Tackle, Wire and Hemp Ropes, and all necessary appli-
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Classed 100 A1 Lloyd's.
Length B.P. 140 feet 5 inches.
Breadth 23 feet 5 inches.
Depth of Hold, 10 feet.
Tons Gross, 287.
Tons nett, 12.
Dead weight, 200 Tons.
Draft laden, 12 feet 10 inches.
Draft light, 10 feet 6 inches.

Engines, Triple
Horse power { Nominal 64.
Indicated 650.
Cylinders diam. 13 in., 22 in. and 33 in.
Boiler, One, S.E. Tubular.
Working Pressure, 130 lbs.
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Average Speed, 11 knots.
Capacity Bunker, 110 Tons.
Water Ballast, 22 Tons.
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MODERN CARD MANIPULATION, by C. Lang Neil ... \$0.70
AFTER DINNER SLEIGHTS, by C. Lang Neil ... 0.70
ROSEBUSHES, by Henrik Ibsen ... 1.10
SECRETS OF LAWE TENNIS, by F. W. Fyfe ... 2.00
ENIGMAS OF PSYCHICAL RESEARCH, by J. H. Hyslop ... 4.00
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THE THOMPSON STREET PORCELAIN CLUB HINTS ON THE MANAGEMENT OF THE COMMONER INVENTIONS, by E. W. Marsden, M.D. ... 2.75
THE GARTER MISSION TO JAPAN, by Lord Redesdale ... 4.30
THE WRITING ON THE WALL, by "General Staff" ... 3.00
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MANAGER.
Hongkong, 24th July, 1905.

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Macao is 40 miles south-west of Hongkong. One steamer (s.s. "Huangshan") daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. An Orchestra plays during Dinner on Saturdays. Cable Address—"BOAVISTA." For Terms, apply to—
THE MANAGER.

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WEEK DAYS.

7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

8.45 p.m. to 9.00 p.m. ... Every 15 minutes.
9.00 p.m. to 9.15 p.m. ... Every 15 minutes.
9.15 p.m. to 9.30 p.m. ... Every 15 minutes.
9.30 p.m. to 9.45 p.m. ... Every 15 minutes.
9.45 p.m. to 10.00 p.m. ... Every 15 minutes.
10.00 p.m. to 10.15 p.m. ... Every 15 minutes.
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10.30 p.m. to 10.45 p.m. ... Every 15 minutes.
10.45 p.m. to 11.00 p.m. ... Every 15 minutes.
11.00 p.m. to 11.15 p.m. ... Every 15 minutes.
11.15 p.m. to 11.30 p.m. ... Every 15 minutes.
11.30 p.m. to 11.45 p.m. ... Every 15 minutes.
11.45 p.m. to 12.00 p.m. ... Every 15 minutes.

Extra cars at 11.30 p.m. and 11.45 p.m. SUNDAYS.

4.00 a.m. to 8.00 a.m. ... Every 15 minutes.
8.00 a.m. to 8.30 a.m. ... Every 30 minutes.
8.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.
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11.45 p.m. to 12.00 p.m. ... Every 15 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. every 15 minutes.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON
Liquidators.

Hongkong, 13th July, 1905.

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Canton: "DAILY PRESS" Office.
Hongkong, 4th October, 1903.

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1 doz.B. OLD TAWNY. RED
CAPSULE... \$16.00 \$1.40INVALID SUPERIOR
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Wine of very Superior Vintage.The above Prices are subject to 5 per cent
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LIMITED.

ALEXANDRIA BUILDINGS.

Hongkong, 11th August, 1906. [30]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to The Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be received.
Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press. Codes: A.S.W. and S.W. Libel.
P.O. Box, 33, Telephone No. 12.

BIRTH.
On August 10th, at Paitiki, the wife of KARL F. MELCHERS, of a daughter.
DEATH.
On August 9th, at Nagasaki, Japan, JEAN BAPTISTE NERSON, aged 2 years and 11 months.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, August 15th, 1906.

It was a good while ago that our Canton correspondent began to note the difficulties of Viceroy SHUM in getting Chinese engineers for the Canton-Hankow Railway. We had already anticipated those difficulties. Then came the amusing correspondence as to the relative merits of different foreign engineers, and the unconsciously disrespectful way in which the Chinese referred to some as being cheaper than others made Englishmen smile. Very little attention has been paid to the appointments and edicts published at Canton, for some time, because it has been well understood that all were likely to be declared ultra vires. It seems, however, that the selection of Belgian engineers for work on a railway that is so much indebted to British capital was regarded as too improper even to be allowed to be discussed without official protest, and that His Excellency the Governor—the Railway Governor, as he may very likely be nicknamed by future historians of the Colony—caused the Viceroy to be reminded of his obligations. The reply of Viceroy SHUM might have been forecasted to a comma. This satrap, who has been more diligent to cripple the undertaking than Sir MATTHEW NATHAN has been to foster it, tells the British Consul that the Government having in its wisdom transferred control from himself to the merchants, these

matters no longer concern him. If he were less chagrined, less sarcastic, and more sincere with regard to leaving the business to those who have provided the funds, Viceroy SHUM's answer would not have seemed so impudent. As it is, there cannot be the slightest doubt that so long as Viceroy SHUM remains in Kwangtung the merchants will never be permitted to exercise the power that Peking supposes them to have, and that SHUM, when it suits his purpose, glibly declares them to have. The viceregal attitude toward this railway scheme is patent. He has said within his heart, "If I am not to run this business, I will wreck it." We indicated as much when he experienced his first checkmate, when public opinion proved too much for him, and when he published that crowding explanation of his motives, and of how the people had misunderstood his intentions. Our Canton correspondent has kept us posted as to other matters in which the viceregal finger has been surreptitiously thrust in the pie, with which he now pretends he has nothing to do. There was the question of the funds in hand. A special native bank was at one time proposed to be instituted to take custody of the railway capital; that was the idea of SHUM, through his nominees. The people by whom the money was subscribed easily guessed what that might mean, and as a result of their agitation, our correspondent announced that the money was to be deposited with Hongkong banks. The Hongkong merchants interested, when Viceroy SHUM denounces as very troublesome fellows, had already taken steps so far as they could, and their representations to Peking have again resulted in Viceroy SHUM receiving a warning that the thread that holds him in Imperial favour has been unduly stretched by himself. The Board of Commerce agrees that there is reasonable ground for the shareholders' uneasiness, and orders that accounts be prepared and all set in order so that the company may be registered and taken over by the merchants according to Imperial Decree. The officials are to deliver up all the assets. Viceroy SHUM wanted to hold all he could, "as security," he said, and he will not like this order from the Shanghai. We expect to hear of another long protest and explanation shortly, framing his motives, and denouncing the unpatriotic people who skulk in Hongkong, where he cannot get at them to remount. So long as Viceroy SHUM remains, we have small hope of a settlement: defeated on one point, he raises another; and the only hope for railway development in these parts, and, we might add, for the restoration of order in the Canton Delta, is the appointment of a successor who should belong to a newer school than SHUM does.

Mr. SOOMERS, the well-known crammer, was reported dead on Aug. 5th.
The German Mail of the 11th July was delivered in London on the 13th inst.
The United States Treasury is resuming its purchases of silver bullion for its subsidiary coinage on August 15. One hundred thousand ounces will be required weekly.

Dr. Sven Hedin is making good progress on his journey to the northern frontier of Kashmir. He will presumably enter Western Tibet from Chinese Turkestan in the course of the next two months.

Messrs. E. S. Kadoorie & Co. are in receipt of telegraphic advice from Shanghai to the effect that the Shanghai and Hongkong Wharf and Godown Co. has declared an interim dividend of 2s. 6d. per share.

It is reported, says the Times, that there has been difference of opinion between the Treasury and the Admiralty on the subject of the shipbuilding programme, and that the latter have agreed, under protest, to substitute three armoured ships for four as the programme of the year.

The return of visitors to the City Hall Library and Museum for the week ending the 12th Aug. 1906, shows that of non-Chinese there were 236 to the Library and 137 to the Museum; and of Chinese 142 to the former and 260 to the latter. The Library was, therefore, used by 378 persons and the Museum by 270.

According to a statement emanating from Peking the Travelling Commissioners have already presented a memorial to the Emperor and the Empress Dowager recommending the adoption of the Japanese constitution as most suited to the special conditions obtaining in China.

There died at Chefoo on the 4th inst. Rear-Admiral Charles Jackson Train, commanding the American fleet in Asiatic waters. The Admiral was sixty-one years old and had been in command of the Asiatic fleet since September, 1894. He was spending the summer as usual at Chefoo, but had been down to the Philippines in order to receive the dry-dock Decoy on its arrival there. The command of the fleet devolved on Rear-Admiral Dayton, who with his flagship, the Rainbow, is now at Cavite.

The Council of State Affairs is preparing a memorial to the Throne recommending the appointment of a Premier and two Vice Ministers-in-chief, who shall be placed at the head of affairs in Peking with control over the Great Council, and that the Board of Rites be abolished as well as the minor courts with the exception of the Censorate. If this measure be sanctioned Prince Ching is expected to be the first Premier under the new régime.

The Canton Daily News publishes a telegram dated "Canton, Aug. 13," giving particulars of the latest piracy on the West River. The words "by special telegraph" were singularly appropriate. The steamer is described as British, owned by the Po On S.S. Co., of Hongkong. We know of no such company and the Po On Marine Insurance and Godown Co. inform us that they know nothing of either company or steamer.

Mr. R. F. Johnston, Secretary to the Government of Weihaiwei, arrived in Ramoon a few days ago after a prolonged journey across China and has now left for Ceylon on a brief visit to that Colony. Mr. Johnston journeyed up the Yangtze, and instead of journeying direct to Bhamo, his objective, he made a tour of several months' duration in Szechuan and Eastern Tibet. Mr. Johnston returns to Burma shortly and will visit the Shan States before returning to his post in China.

Among home topics in Paris journals, there is none more striking than that which is forcibly expressed in the formula of "The Fourth Millard," this denoting the high water mark reached this year in the history of the nation's taxation. It is a record, and one which the taxpayers will find no difficulty in accepting as memorable. A Budget exceeding £160,500,000. The figures are large, but as borrowings are also in the air, they scarcely convey the exact situation. It is also noted that since the Third Republic was installed, French military expenditure has totalled 1,081 million pounds!

The N.C. Daily News says that nearly the whole Danish community assembled at Melchers & Co's jetty on Aug. 10th in order to say goodbye to Captain J. Hillebrandt, who left for home by the N.D. L.S. Prinz Regent Luipold. Captain Hillebrandt, who is a favourite among the Danes, has retired from pilot service, and intends to spend the remainder of his days in his native country, Denmark. He came to China as early as 1863, but was not till 1881 that he became a resident of Shanghai, and as at some time or other during the last twenty years he has been a pilot on either the English, American, French or German mailboats, he leaves behind a large number of people who have travelled with him, and who will entertain the liveliest recollection of his unfailing good humour, courtesy and kindness of heart.

Three specimens of a strange, unfamiliar people have arrived in London. Mr. Heinsmann, who discovered them in the wilds of Central America, has christened them Microcephales ("Smallhead"), and it has the merit of describing the chief peculiarity of this latest-found subdivision of the human race. Their heads are narrow and pointed at the top. They are entirely devoid of articulate speech, a curious trait being the only sound to which they give expression, and it has, therefore, been impossible to obtain any information as to their history. They were found in caves, living in the most primitive fashion. Only five specimens of this curious people are known to exist, four of whom are females. The three who are going to London are all females, their ages ranging from fifteen to eighteen. The tallest is 5 ft. high and the smallest 3 ft. They are easily managed, and are susceptible to kindness, which they acknowledge by laughing. They seem to have got "the smile that won't come off," for they are seldom seen without a merry expression. Londoners will have an opportunity of seeing them at the Hippodrome.

CHINESE WOMAN'S SUICIDE.

Kwok Tann, the third wife of the accountant and manager of a firm of general dealers at 40, Bonham Street, committed suicide by hanging on Monday. From details which the police gathered, it appears that her husband resides principally at Soebow. When last he visited Hongkong he took his first and second wives away with him, leaving the deceased here alone. It is alleged that she grew despondent, said her husband did not care for her, and at times threatened to end her life. At length she put her threat into execution, and when her room was entered on Monday morning her body was found hanging from a rail of the bed tester by a handkerchief which was fastened round her neck.

THE RAILWAY FUNDS.

ANOTHER CHECKMATE FOR VICEROY SHUM.

From the Chung Ngai San Pa.
A reply to a telegram sent by Mr. Chau Kang-yu and others, merchants interested in the Canton-Hankow Railway, has come. It orders that all the funds in hand are to be deposited in some bank or banks in which the shareholders themselves have confidence; and that a statement of accounts be rendered immediately, so as to allay their justifiable suspicions.

It says the Board of Commerce considers the views of the merchants quite reasonable, and that Viceroy SHUM and Taoist Cheng have been informed accordingly. They are to see that the funds are delivered up with proper accounts, so that the Company may be properly entered in the records, and then the shareholders will be willing to pay the balance of their shares.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

REPORTED RESIGNATION OF
CRETE'S RULER.

LONDON, August 14th.

It is reported that Prince George of Greece, regent of Crete, has resigned.

GREECE AND BULGARIA.

LONDON, August 14th.

A fight has taken place between the Greeks and Bulgarians at Anchialos, a town in Bulgaria.

A large portion of the town was destroyed by fire, and the Greek Metropolitan perished with it.

OBITUARY.

LONDON, August 14th.

John Oliver Hobbes has died suddenly.
Mrs. Craigie—"John Oliver Hobbes"—the witty and popular novelist, was born at Boston in 1847.

REUTERS SERVICE.

ILLNESS OF THE SULTAN OF
TURKEY.

LONDON, August 12th.

The Sultan of Turkey is ill. The German Surgeon Bergmann has been summoned to Constantinople. It is believed that an operation is necessary.

CRICKET.

LONDON, August 12th.

In the County cricket championship, Surrey won 16, lost 2, and 5 were drawn. Yorkshire won 14, lost 2, and 7 drawn. Kent won 11, lost 2, and 4 drawn.

RUSSIA.

LONDON, August 12th.

A court-martial on the mutineers at Sveborg has commenced to sit at Helsingfors; and two lieutenants and five soldiers have already been executed.

The Moderate Liberals have issued a manifesto announcing the formation of a pacific regeneration group consisting of the members of the Duma who have hitherto dissociated themselves from the people's freedom party. The object of the group is to establish a constitutional monarchy based on equal rights to all nationalities, and to accomplish the reforms proclaimed by the Tsar on the 30th October. It also favours a partial compulsory expropriation of the land.

THE ROYAL HONGKONG GOLF
CLUB.

The monthly competition for the Robertson Farewell Cup was held at Happy Valley on the 11th to 13th August, 1906. The following returns were made—

ROBERTSON FAREWELL CUP.		
1 Mr. C. Biron	84	6
2 Mr. C. E. H. Davis	78	1
Mr. H. Pinckney	91	12
Mr. J. Clark	81	1
Mr. W. J. Saunders	89	9
Mr. A. M. Forrest	87	15
Mr. F. W. Warren	95	12
Mr. C. W. May	89	5
S.P. H. G. Wilson, R.N.	95	11
Mr. E. J. Grist	89	4

POOL.		
1 Major S. H. Paddy	78	3
2 Mr. R. M. Cross	80	15
Mr. C. Biron	84	6
Mr. G. M. Horston	87	9
Mr. C. E. H. Davis	78	1
Mr. J. Clark	81	1
Mr. A. M. Forrest	87	15
Mr. W. J. Saunders	89	9
Surge. E. Sawley, R.N.	99	15
Mr. F. W. Warren	95	12
Mr. C. W. May	89	5
Mr. E. J. Grist	89	4

1 Winner of Cup.
3 Tie for Pool.
The next competition for the Captain's Cup and May Cup will be held at Happy Valley from the 1st to 3rd September, 1906.

MACAO.

(FROM OUR CORRESPONDENT.)

August 14th.

THE CITY IN DARKNESS.
For the past few nights the streets of Macao have been in total darkness. The electric light has again failed, and we have not even the old kerosene lamps. We are much annoyed and surprised at the indifference of the Leal Senado. If this institution is not going to take this matter up seriously, I think it is high time for the inhabitants to appeal to H. E. Senhor Montenegro to interfere.

NAVAL AND MILITARY ACTIVITY.
Our soldiers, sailors and police are displaying great activity. Drills are taking place every morning and afternoon, and the gunboat Rio Lima is outside at the "Reda" for manoeuvring and gun practice.

HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD.

The ordinary half-yearly meeting of shareholders in this Company was held at the office of the company, Hotel Mansions, at noon yesterday. Mr. E. Gutz presided and there were also present—Messrs. N. A. Siebs, A. Haupt, T. A. Gomez, C. Lenzmann, E. Fahrman and A. Babington (director), Captain W. E. Clark (acting secretary), Messrs. A. H. M. de Silva, J. Arnold, W. H. Potts, F. E. Ellis, E. J. Mosses, S. H. Michael, A. Denison, T. F. Hough, G. de Champeaux, J. J. Leiria and Captain G. F. Morrison.

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—With your permission I will follow the usual custom and consider the accounts for the half-year as read. Before proceeding with the report and accounts now before us, I feel it to be my duty to give expressions to the deep regret of the board at the recent piratical outrage enacted on board the steamer *Siam*, causing the untimely death of the Rev. Dr. Macdonald, and the wounding of Captain Joslin, Engineer Saggio, the four Indian watchmen and several of the crew. Our heartfelt sympathy is thus publicly expressed to the widow and fatherless children of the late Dr. Macdonald, also to those officers and members of the crew who have suffered in the execution of their duty. The Company, together with the other joint owners, Messrs. Jardine, Matheson & Co., agents, Indo-China Steam Navigation Co., and Messrs. Butterfield & Swire, agents, China Navigation Co., have made strong representations to H.B.M. Consul-General at Canton claiming redress for this outrage against the British flag; that he will cause to be brought to speedy justice the perpetrators of this criminal and murderous attack on our ship, passengers and crew, and that adequate steps be at once taken by the Chinese authorities with a view to protect as once and for all against a repetition of such molestation and loss. We are carrying on trade in accordance with rights conferred upon us by treaty with a friendly Power. Our arrangements are made for times of peace, but in view of the bad reputation of the delta, we, at great expense, take extra precautions calculated to cope with any ordinary trouble that may arise, but we cannot be expected to provide against such a sudden and cunningly devised set of war against our vessel and crew while under the shelter of the British flag. Rest assured, gentlemen, that, as joint owners and managers, with the assistance of our Canton agents, Messrs. Deacon & Co., everything has been done and will be done to bring this matter through to a final and successful issue as far as in our power lies. I will now refer to the items of the report and accounts as presented. You will notice the repair account for this half-year has been extraordinary, due to new wood decks being laid on two of our steamers and other extra repairs which will not occur again in many years. This was necessitated by the steel decks corroding in places, becoming a constant heavy expense for repairs, and as this deck is the third-class passengers' deck, your directors under expert advice—concluded that wooden decks would be more comfortable and convenient for our deck passengers. In my speech to you at last meeting due mention was made of the contemplation of these works being carried out. The total of these large items is \$27,000, and, as you will see, your directors have decided that a share of same, namely, \$15,000, shall become chargeable to the current six months working. The charges for this half-year's docking will, under ordinary circumstances, be very light. During the early part of the summer it was decided by your board to employ the steamer *Hongkong* more fully in the Hongkong-Macao trade by running a Sunday excursion, and thereby competing with greater advantage against the serious opposition on the line. With this end in view it was necessary to install an electric light plant, which is now nearing completion. The whole fleet of steamers is now in first-class condition, the electric plants put into better order and electric fans fitted in the passenger state-rooms of our Canton and Macao steamers. This great convenience is very much appreciated by the travelling public in the summer season. Keen competition on all the lines operated by the company, and adverse condition of trade by exceptionally low rates and constantly increasing loss by exchange on subsidiary coinage, of which a very large portion of our revenue is derived, and trade generally, during the period under review, has been very dull. I will mention one article of export from Canton of which we only carried 5,082 tons against 12,825 tons of corresponding period 1905. The working of the West River service continues to be very unprofitable, especially the Hongkong-Kong Moon line, and as a consequence your directors recently decided, together with the other joint owners, to withdraw the steamer *Tak Hing*, thus abandoning this line. Judicious economies have been effected without impairing the efficiency of the service, and we hope by this means to counterbalance to some extent the increasing expenses that burden the company. Turning to the balance sheet, I don't think there is any item that calls for special comment; I will merely remark that, as usual, our investments in stocks stand at a figure well within their market value, and that for every loan on mortgage there is a satisfactory margin. Before proposing the adoption of the report and accounts as presented, I shall be pleased to answer any question bearing upon same which shareholders may wish to ask.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. DENISON seconded, and the proposition was confirmed.
Mr. MOSER moved that the appointment of Mr. A. Babington to the Board of Directors be confirmed, also that Messrs. F. A. Gomez and W. A. C. Cruickshank, retiring members, be re-elected.
Mr. SILVA seconded, and the motion was carried.
The retiring auditors, Messrs. A. O'D. Gourdin and W. H. Potts, were re-elected on the motion of Mr. Hough, seconded by Captain MORRISON.
The CHAIRMAN—That concludes the business of the meeting, gentlemen. Dividend warrants will be ready early to-morrow. Thank you very much for your attendance.

SUPREME COURT.

Tuesday, August 14th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PRAGOTT (CHIEF JUSTICE).

FORECLOSURE OF A MORTGAGE.

The Hongkong Land Investment and Agency Company, Ltd., proceeded against Ng Chit-ni, Ng Moi, Ng Kwong, Fui Pui-sheng, Ng Cheung, Li Tso-shok, Pun Chipo, U I Sam and Chau Cheung-chi, all of Canton, with the exception of the last named, who resides in the Colony, for the foreclosure of a mortgage. The plaintiffs were the mortgagees of certain properties registered in the Land Office and mortgaged to the plaintiffs by three of the defendants on 9th February, 1911, of which property the said defendants had signed the equity of the redemption to the defendants Pun Chipo, Fui Pui-sheng, Ng Cheung, Li Tso-shok, Pun Chipo, U I Sam on the 3rd December, 1902. Plaintiffs therefore claimed an account of principal, interest and costs under the mortgage payment of what is found to be due to the plaintiffs on the said account or in default of payment enforcement of the mortgage by foreclosure.

Mr. H. G. Calthrop, instructed by Mr. Stevenson (of Messrs. Deacon, Looker and Deacon), appeared for the plaintiffs, and Mr. M. W. Slade, instructed by Mr. Hutt (of Messrs. Benton and Hett), appeared for certain defendants.

Mr. Slade said he appeared for the last five defendants.
Mr. Calthrop objected to Mr. Slade appearing in that matter, as he had filed no statement of defence as required before appearing at the trial.

Mr. Slade said he did not oppose the objection and he might say at once that he was simply there on the question of costs. He admitted that plaintiffs were entitled to their judgment but not to the costs claimed. His Honour thought Mr. Slade might have leave to appear. He consented to judgment, so the costs could be considered afterwards.

Mr. Calthrop argued that Mr. Slade ought to have filed a disclaimer, and he had not done so. Therefore he had no right to appear there.

His Honour—But Mr. Slade has consented to judgment. He is not opposing you.

Mr. Calthrop—They promised to make an assignment and we have waited since January to save further costs.

Mr. Slade explained that he appeared for the last five defendants, on whose behalf he consented to judgment, but he objected to costs.
His Honour—If it is only a question of costs I think the matter is simple.
Mr. Calthrop—But they did not take the proper course.

His Honour—I don't see any objection to the course proposed by Mr. Slade. I can give you judgment and leave the question of the costs for the Registrar. I must in any case give judgment with costs against somebody. You had better prove your mortgage and take judgment and then I will hear you on the question of costs.

Mr. Shelton Hooper, secretary to the company, then gave evidence. He identified the mortgage produced, which was for a loan of \$120,000 made by the company to the defendants. When they entered into possession of the property they had to pay out certain moneys for over-seer's salaries, legal expenses, and other charges under the sum due. Interest was paid up to January 1st, when it ceased.

His Honour then gave judgment and said he would hear parties as to costs. Mr. Slade asked that judgment be for disclosure, and his Honour consented.

Mr. Calthrop asked that the time for making the order absolute be one month from date instead of the usual six months.

Mr. Slade having no objection, his Honour decided that that should be the order.

Mr. Slade then argued that the ordinary rule in such actions for disclosure was that the costs of all parties came out of the estate, but in that case the estate was not big enough to bear it. He was entitled to his costs for appearing that day. His clients had never opposed judgment and Cheung Chi, who was the only defendant resident in the Colony, should not be ordered to bear the costs and recover from the others.

Mr. Calthrop pointed out that they could not proceed against the other defendants because they were beyond the jurisdiction of the Court.

At the close of the argument, his Honour intimated that he would consider the point, and the Court was adjourned sine die.

A Tokyo telegram to the N.C. Daily News says that on August 8 a hundred mounted bandits attacked Fitewa. A police troop delivered a counter-attack and after a stubborn resistance the bandits were finally repulsed, leaving five of their number dead and a large quantity of rifles and ammunition in the hands of the police. There were no casualties on the Japanese side.

POLICE COURT.

Tuesday, August 14th.

BEFORE MR. H. H. J. GOMPERTZ
(FIRST POLICE MAGISTRATE).

CHURCH LA FEMME.

Three long-robed Chinese were charged with causing an opium warrant to issue for the search of house No. 491, Queen's Road West, by giving false information, also with "planting" opium on the said premises.

From the evidence it appeared that on the afternoon of the 6th instant, the third defendant, who was a man of moderate means, reported to an excise officer that he should take out a warrant and search the house before mentioned, which was a brothel. He told the excise man that he would find a quantity of opium secreted under a bed on the verandah. He also said that the person who should be arrested was a woman named Chin Fok. The warrant was not taken out that day, so on the following morning the defendant again called at the excise officers' quarters and urged them to hasten, remarking that if they delayed, the opportunity might pass. On the day following a warrant was issued, the result of which was that two loads of opium were found under the bed mentioned by defendant. The residents of the house denied all knowledge of the opium, and the excise officers having regard to the anxiety displayed by the defendant in the matter, thought he probably knew more about it than he had stated. He was therefore detained on the charges named, and while under arrest gave information which implicated two of his companions, who were also arrested and charged. It was alleged that the prosecution was the outcome of spite, and as the case developed, a love affair was found to be at the bottom of the trouble. The defendant, a married man, had found the girl money and presents. His wife found out, and to placate her, he sought to recover the money and jewels he had bestowed upon the girl. He told her he was hard up, and would appreciate it if she would give him her jewellery to pawn; he would redeem it as soon as he obtained the ready cash. The girl acceded to his request, but as weeks passed by and the jewels were not redeemed she began to get anxious, and seeking the defendant asked him to return her jewels. He was very angry and ordered her out of his presence, telling her that if she did not keep out of his way he would make things warm for her. His threats not having the desired effect, he was alleged to have acted as stated. Another native, who gave evidence on behalf of the defence, said his share in the matter was done to help his friend, the defendant.

RICHIA COOLIE CAUTIONED.

Mrs. Eliza charged a richia coolie with demanding more than his legal fare, and with using abusive and insulting language. Complainant said she engaged the richia for five minutes to take her to Arenal Street, and at the end of the journey offered him five cents. Defendant refused to take it, and in insulting and abusive language demanded more.

His Worship imposed a fine of \$5, and in cautioning the coolie told him to be careful how he behaved in future, or he would lose his license.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

DUMMY RIFLES.

An interesting case under the Arms Ordinance was heard, in which Detective Sergeant Grant proceeded against Ip Sing, master of the Yik Chung arm shop for furnishing a false return of arms to the Captain Superintendent of Police.

Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for the defendant, who pleaded not guilty.

Six of the dummy rifles were placed alongside the table by His Worship. They had heavy stocks, into which were slipped lengths of water piping. A massive trigger was attached, but there was no receptacle in the magazine in which to fit a cartridge. The magazine, in fact, was a solid piece of iron.

Detective Sergeant Grant, sworn, said the defendant was a licensed arms dealer, whose shop was the Yik Chung of No. 320, Queen's Road Central. On August 3rd he furnished the Captain Superintendent of Police with a return of all arms in his possession. It gave the number of rifles and carbines, as 85, which would be the correct number in accordance with defendants' books, having regard to all sales and importations. On 9th instant witness went to defendant's shop, examined the stock and books, and seized 37 rifles, 28 muskets and 56 dummy rifles. Witness found that between the date when the return was furnished and the date of the seizure, two rifles had been sold. According to defendant's books, all his rifles, with the exception of five, were obtained from Messrs. Arnold, Karberg and Co. With 55 counted defendant's stock on May 16th, on which date he had 68 rifles, all of serviceable quality. During this quarter he received 130 rifles from Arnold, Karberg and Co., and five from the Wa On shop, making a total of 203. During this time he sold 110, which should have left 93 in his shop.

Cross-examined—A person with a permit could exchange an old for a new rifle.

Mr. Dixon—Why do you say these (the exhibits before the Court) were not rifles?

Witness—Because the barrels are not rifled.

His Worship—It would be absolutely dangerous to fire them?

Witness—It would be absolutely impossible to fire them. There is no place to put the cartridge.

Fritz Lee, salesman in Messrs. Arnold, Karberg and Co., said during the last quarter his firm supplied the defendant with 130 Manser rifles.

Cross-examined—He did not see the rifles delivered to defendant, but was not prepared to swear that the rifles before the Court were not included in the stock, although it was highly improbable. The defendant paid \$10 apiece for the rifles purchased from his firm. Witness was not in a position to say that the dummy rifle produced was once a good serviceable weapon.

Mr. Dixon asked for a remand. He said his client instructed him that he was in a position to call evidence to prove that he got the dummy rifles from people on junk. He accounted for his stock being larger than it ought to be by sometimes getting two or three old rifles in exchange for one new one. He always made proper inquiries concerning the people to whom he sold rifles, to assure himself that they were entitled to carry firearms.

An adjournment was granted, the defendant being admitted to bail in the sum of \$1,000.

WARNING TO HONGKONG CARRIERS.

PROVISIONS OF AN OLD ORDINANCE TO BE REINFORCED.

Recently the authorities decided that certain improvements should be made in the Hongkong goods waggons, as we might call the trucks which convey merchandise from one end of the city to the other. Now the police, with considerable energy, are enforcing a provision of Ordinance 3 of 1829 which requires that such trucks, between sunset and sunrise, shall carry two bright lights, one attached to either side. The lights must be made fast to the vehicle otherwise the owner is liable to be prosecuted. When truck owners in the western district appeared at No. 7 Police Station to take out their licenses, Inspector Collett, with whom the idea of enforcing the provision mentioned originated, explained what would be required of them in future, and warned them what would happen if they failed to comply with the Ordinance. This was done in order to lessen the possibility of accidents occurring in view of the extra tram service which is to be run to West Point. The first prosecutions took place at the Magistrate's yesterday, when Mr. F. A. Hazeland fined three truck owners \$5 apiece, and we understand there are several cases pending.

The West Point police are only doing their duty in enforcing this Ordinance, but if it be true, as is stated, that truck owners in other districts have not received a warning such as that issued by Inspector Collett, then it is obviously unfair that if they appear in the West Point district after sunset, they should be prosecuted for failing to comply with a provision which has not been made known to them. Other district inspectors, even if they do not intend to enforce the provisions of the Ordinance, should be instructed to inform carriers in their districts how matters stand in the West. Thus needless prosecutions and considerable trouble would be averted.

THE NEXT GYMKHANA.

The programme for the fifth meeting (on September 8th) of the Gymkhana Club was issued yesterday, as follows:—

1.—4 p.m.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Non-winning Jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize: A Cup presented. 2nd Prize: \$25. (Entrance fees to go to winner.)

2.—4.30 p.m.—DISTANCE HANDICAP.—OPEN TO ALL COMERS.—For all Horses, Ponies and Donkeys. Description (whether water, country bred, China pony or donkey, &c.), name and height of animal, and standing weight of rider to be given. Entrance fee \$5. Two Prizes: One to go to winner and the other to the light-heavy-weight (over 12 stones) just the post. First Prize: presented by G. K. Hall-Drutton, Esq. Heavy-weight Prize: presented by the Club.

3.—5 p.m.—GYMKHANA CLUB CHALLENGE CUP. Distance one mile.—For all China ponies. Catch weights at 10st 10lb. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffin allowed 5 lbs. Non-winning Jockeys allowed 5 lbs. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony but of the club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

4.—5.30 p.m.—LADIES' NOMINATION.—(Particulars to be published later.)

5.—6 p.m.—THREE-QUARTERS OF A MILE FLAT RACE. HANDICAP.—For all China ponies. Non-winning Jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize: A Cup presented by Sir Paul Chater, Kt., O.M.G., 2nd Prize: \$25. (Entrance fees to go to winner.)

6.—6.30 p.m.—HURDLE RACE.—For China ponies. Distance about one mile and a quarter. Catch Weights 10st 8lb. Winners of Hurdle Races at previous Gymkhana this season to carry 5 lbs. extra. Entrance fee \$5. 1st Prize: A Cup presented. 2nd Prize: \$25. (Entrance fees to go to winner.)

HONGKONG, THE BIGGEST PORT.

HIS EXCELLENCY'S CONFIDENCE.

The World's Commissioner travelling round the Empire has seen and done Hongkong. Here are a few extracts.

Although Great Britain has at present no battle-ships in the Eastern Fleet, the numerical preponderance of naval strength remains in her hands. The China Squadron with headquarters at Hongkong, has seven cruisers and thirteen destroyers, besides thirteen smaller vessels. This squadron could be reinforced in ten to twelve days by the East Indian and Australian squadrons, which have twelve cruisers between them, giving a combined force of nineteen cruisers on an emergency. The strength of the American fleet is three battleships, three cruisers, and five destroyers; of the French fleet, one battleship and six cruisers; and of the German fleet, one battleship and one cruiser, so that with or without the help of the Japanese Navy, the combined English fleet could bring into line a sufficient force of fairly powerful cruisers to contend on terms of equality with any possible combination of naval forces which could be immediately brought into China Waters. It is, however, to be hoped that the China station will not be left for long without one or more battleships. This matter has, of course, been fully considered by the Board of Admiralty, but it is right to report that the Admiralty is of the opinion that the Chinese Government is not in a position to maintain a fleet of battleships at the end of last year is the subject of general criticism along the whole line of communication with the Far East. Hongkong harbour, which is one of the largest, and perhaps the most beautiful, harbours of the world, is safe from any attack coming by sea. It is not desirable to refer to local fortifications except in general terms, but it was stated that there are two enormous islands in the harbour, by a western and an eastern channel. The western entrance is protected by the cross fire of batteries placed on the north-western shore of Hongkong Island and on Stonecutter's Island, which faces Hongkong about one mile off, and is most powerfully fortified. The eastern entrance, about four hundred yards wide, is defended by batteries on both Hongkong Island and the mainland. It is satisfactory to know that the forts are armed with the best guns obtainable, and are manned by a superb force of British artillerymen. The land defences are another matter. The new British frontier, extending from Mirs Bay on the east to Deep Bay on the west, measures seven miles, a considerable front to hold with the limited force available at Hongkong. No useful purpose, however, will be gained by discussing a question which is being thoroughly considered by the local military authorities. The present Governor is a Royal Engineer officer, who as former secretary of the Colonial Defence Committee acquired a wide expert knowledge of the defensive requirements of our coaling stations abroad. He combines with a varied experience of administrative work that of active military service acquired both in Egypt and India. *Uterque bonus pater bellique scindit.* An eminent but somewhat officious globe-trotter who was recently on a visit to Hongkong is reported to have attempted to force a declaration of opinion from Sir Matthew Nathan, by suggesting the capabilities for attack which the new frontier afforded to an enterprising enemy.

A frontier which is capable of attack is equally capable of defence, was Sir Excellence's quiet but confident rejoinder.

There are upwards of ten thousand European civilians living at Hongkong and Kowloon among a Chinese population of nearly three hundred and fifty thousand, over two hundred thousand of whom are crowded into the town of Victoria. The strength of the military garrison is four thousand three hundred and fifty men, the average number of naval officers and men stationed at Hongkong is about the same. According to the census of 1901 the New Territory, which was acquired in 1898, contained a Chinese population of eighty-five thousand, giving a grand total of four hundred and fifty thousand as the estimated white and yellow population of the whole dependency.

Now that the manner in which this enormous Chinese population is living on terms of political equality with the European colonial community. There is only one law for both white and yellow men. Whether trader or labourer, the Hongkong Chinaman is an industrious, thrifty, law-abiding citizen. As a shipkeeper he is both business-like and fair-minded, not from principle, but because it pays him to be so. The Chinese labourer is the best of all tropical labourers, and in some respects the best in the world. While the Kaffir, the Cingalese, and the Malay will not work at any price unless obliged to do so, the Chinaman will work for him at all times, and under all circumstances, and he gives the best value for the wage which he is paid. Content with the European standard of living, the Chinaman is neither missionary nor merchant, can make any abiding impression on his mind and disposition; for the Chinaman obstinately refuses to surrender his individuality and be moulded on a Western model. When he chooses to be honest it is from motives of interest, and for no other reason. Cold-hearted, selfish, feelingless, devoid of all sense of human sympathy, he is indifferent to suffering either of himself or others. Respected by nature, untroubled by habit, inscrutable by character, he lives among Englishmen without social assimilation; getting along, giving nothing, going the way which he has followed for so many thousand years with self-complacent regard for his own interests and stolid indifference to all other considerations of present or future life. Here we must leave Hongkong, which is wisely governed on Imperial lines. Its future is as hopeful as its past record has been prosperous. The keynote to that prosperity is faithful adherence to the policy of the Open Door as a cardinal principle of the British commercial creed. The rejection of that principle is bringing failure to the French in Indo-China and to the Germans in Shanlung. With all its faults, Crown Colony Government succeeds at Hongkong because it is strong and because, through its strength, it is just and free.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 14th at 11.45 a.m.—Barometric changes are slight.

The high pressure, 30.00 and upwards, is over N.E. Japan, and the lowest, 29.8, over N.E. China. Pressure remains high, about 0.15 inches above the normal, over the northern shores of the China Sea. It is near the average point over the Philippines.

There is a slight gradient for N.E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

CHINA AND OPIUM.

TRADE CLOSED IN TEN YEARS.

The Times correspondent at Peking is reported (Aug. 7th) to have called that he believes China will ask the authorities in India to consent to an annual reduction of the export of opium to China, with the hope of extinguishing the trade for the next ten years. At the same time, the Chinese authorities are issuing an edict ordering the annual reduction of the cultivation of opium to be stopped which will mean the extinction of the weed in ten years' time.

The Singapore Free Press comments: Dr. Morrison, of the Times, telegraphs to London that he has reason to believe that presently the Chinese Government will ask the Indian Government to consent to the annual reduction in the export of opium to China, such a progressive rate as will lead to its extinction in ten years. Also that the Chinese Government will propose to itself to issue an order for an annual reduction of cultivation in China leading to the extinction of cultivation in ten years. The first of these propositions we would not trouble ourselves to discredit, for reasons already sufficiently set forth. To wit, that so supply has opium cultivation and opium manufacture centred in Yunnan and other of the inland provinces of China that the supply of opium has long far surpassed that imported from India and is yearly becoming more and more equal to all demands that the population of China can make upon it. The Chinese Government have long considered the payments made for imported opium, even if these take the form of return exports of other commodities, as so much revenue withdrawn from the reach of the Peking authorities. The suggested undertaking by the Chinese Government to issue an "order" note that phrase for the annual reduction of opium cultivation in China, leading to the extinction of cultivation in ten years, is one of the most ludicrously absurd statements that even Chinese diplomacy can produce. There is not a provision in China law, issued proclamations, utterly forbidding the cultivation and production of opium. Penalties of the most blood-curdling kind have been formulated broadcast against any Chinaman who would dare to infringe these drastic decrees. In theory in obedience to all this universal prohibition there is no opium produced in China and the poppy new crop is sent to its native land in the fields. Yet all the world knows that the whole of the opium supply of the middle and lower classes in China, being cheap and plentiful, is produced in inland China. And the local and provincial authorities make an unmerciful good thing out of connivance at the widespread industry. They are supposed to interfere. And whatever orders are issued from Peking it is quite well known that the Yenchow will do exactly as they like, and there are hundreds of thousands of official and private hangers-on who know perfectly well that these are orders of the "look-see" variety, and not in the least intended to result in any practical effect. Technically, therefore, none is produced. But so completely are the Chinese aware that the production of native-grown opium far exceeds the amount of imported opium, that they actually undertake to have orders to regulate a diminished production of what they have previously utterly prohibited, and therefore should not at all, if "orders" were really orders. That there is some diplomatic dodge underlying this comedy of farcicality the ordinary intelligent person will certainly suspect. What form the particular bluff is going to take we cannot say. But when the larger marks in this curve some piece is bound to be reached. And this time it is Britain, via the Indian Government. The Simple Simon who would believe in the moral sincerity of assurances on a subject on which there has been scores of years of insincerity, would believe anything.

CHEFOO MUNICIPALITY.

CHINA RESIDES HOME RULE.

The foreign residents of Chefoo are not permitted to establish, as they desired to do, a municipal government. Prince Ching's reply to Mr. Rockhill acknowledges receipt of a communication from "Their Excellencies the Baron de Munster, Sir Ernest Satow, Mr. Du-Bail, and yourself," to the effect that the foreign merchants and residents of Chefoo have long desired to ask the consent of China to the establishment of a sort of Municipal Council to take charge of the affairs which the cleaning of the streets, water, etc., this Council, moreover, should be permitted to grant licenses for the establishment of public markets, theatres, dairies, laundries, butcher shops, wine shops, and places to rent boats, horses, carts, etc.; it should be empowered to institute a police force also, for the maintenance of peace; the merchants of Chefoo have therefore drawn up a draft of a Municipal Regulation which they had sent to the Diplomatic Body in Peking for their consideration. The Diplomatic Body having delegated Your Excellencies to take the matter up on its behalf, you sent me a copy of the Rules and Regulations for my consideration, expressing the sincere hope that I would, after a fair deliberation on the matter, consent to their being put into operation, as this would not only be beneficial to the health of the community, but would improve and beautify the port, and make it easier to control the foreigners who live there.

In reply, Prince Ching says:—

"The Customs and Commissioner of Customs at Chefoo have discussed this matter thoroughly a number of times. They propose to do as was done at Ningpo and Sochow, to let China herself raise the funds and carry out the plans. It is therefore proposed that the 100,000 taels raised in the Province of Chihli and Shanghai for the necessary expenses; that experienced Police Works officials, be selected and appointed to proceed to Chefoo to assist in the management of the affairs; that the sheets prepared and the Regulations proposed by the Consul Body be duly consulted to the end that mutually satisfactory results may be obtained. Should the funds mentioned be insufficient, then money can be obtained by establishing a system of licenses in the port. We trust that you will present this scheme to the Ministers in Peking for their consideration."

A meeting of local residents was held to consider the reply, of which they strongly disapproved. They would have "their own municipality" or nothing. There is quite a favour of diplomacy about the following paragraph from the Chefoo Daily News:—

An exceedingly interesting document, and one which would undoubtedly cause legal minds to investigate whether or not a demand for a municipality might be based on it, was presented and read by Mr. Lyman. The writer of the same did not disclose his identity. The document dealt with international negotiations concerning Chefoo, and it may prove the trump card in securing for Chefoo a foreign-controlled municipality.

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"PESTERINE" AND THE RAT FLEA.

SANITARY BOARD PLEASE NOTE.

Slow but definite advance is being made in our knowledge of plague and its treatment. In an important report just presented to the Bombay Corporation by the Health Officer, Dr. Turner, an account is given of the discovery of a really effective means of destroying the rat flea. It is now acknowledged that the flea is the means by which plague is conveyed from rat to rat and from rat to man. The flea from a plague-infected rat contains the Bacillus Pasteur in its stomach and either by direct inoculation by bite, or by the force of its gnawing access to the body by abrasion of the skin it conveys plague from animal to animal, from place to place, and from animal to man. Extensive experiments with infected rooms have been carried out in Bombay, and it has been definitely shown that the fumigation of plague-infected rooms with sulphur and their disinfection with perchloride of mercury had not the least effect on the rat fleas; they flourished in the atmosphere of disinfectant, and were as capable of conveying plague after disinfection as before. The problem then was to discover a means of killing the rat flea, and some French experiments led Dr. Turner to try what he called crude petrol. It was found that this substance, which Dr. Turner has named "Pesterine", is most effective in destroying rat fleas though it will not kill the plague bacillus. But as Dr. Turner says it is the vehicle or host rather than the germ itself that has to be attacked, and he considers that "Pesterine" is "the best known method we have for preventing the spread of plague by rat and flea." "Pesterine" is really the crude oil used for oiling the roads in Bombay and other places. It is undoubtedly a valuable, safe, and effective disinfectant, and it will kill fleas, and their eggs and pupae. It can be obtained at about two annas a gallon, and four gallons will treat a room and render it absolutely free of fleas. The cost is thus about the same as that of the mercury disinfectant. Dr. Turner gives some interesting figures as to the campaign against rats in Bombay. He says that 200,000 rats have been killed and collected in a single year; that up to the end of April 1,025,943 poison baits were laid down, and 611,732 of these were taken. Allowing 10 per cent. of the baits to have been taken by other animals than rats, 550,613 rats have been killed by poison, and as about half of these were females and a female rat produces about fifty young each year, the decrease in the number of rats must have been very considerable. Whether the rats can ever be exterminated by this means is another matter.

H.M.S. "LONDON."

THE CITIZENS' GIFT.

The gift of citizens of London to H.M.S. London consists of a silver shield, to be completed for the ship's crew periodically, a silk ensign, a bell (weighing half a ton) modelled from one of the famous Bow bells with a silver back, and a new plate for the officers' mess, including a centrepiece representing the Tower of London, and some fruit dishes with the City's "Griffin" on the handles.

Captain J. C. Allix Wilkinson, R.N., who commands the London, writes to the Mansion House:—"The shield is a most beautiful work of art, and will be highly prized by all on board. The captains of guns and gun crews will endeavour to be the first to have their names engraved on it. The yearly test of gunlayers of the Mediterranean Fleet (practically prize-firing) will take place during the next fortnight and I hope the London will be well to the fore. Will you please convey to the citizens of London who so generously subscribed to the handsome presentation to their name-ship the grateful thanks of the captain, officers and gun crew, and assure them that we shall always strive to keep the name of London well to the front in peace or war? I propose to ask the admiral to hoist the silk ensign for the first time on the day that he inspects the ship."

LATEST STEAMER MOVEMENTS.

The P.M. str. Mongolia sailed from Shanghai yesterday morning, and is due here on the 15th inst., at daylight.

The P.M. str. China will be due to arrive at this port on Wednesday, the 15th inst., at 11 a.m., from San Francisco, &c.

The P. & O. str. Socotra left Singapore for this port on the 13th inst., at noon.

The E. & A. str. Australian left Sydney on the 9th inst., and is due here on the 15th inst.

The C.P.R. str. Montevideo arrived at Vancouver on Saturday, the 11th inst., at 3 p.m.

The C.N. str. Yachow left Shanghai on the 12th inst., and may be expected here on the 16th inst., a.m.

The C.N. str. Kinkiang is expected to leave Shanghai on the 19th inst., p.m., and is due here on the 24th inst., a.m.

The C.N. str. Tientsin is expected to leave Shanghai on the 15th inst., p.m., and is due here on the 16th inst., a.m.

The C.F.R. str. Tartar arrived at Nagasaki at 7 a.m. on Tuesday, the 14th inst., and left again at 11 a.m. same day for Kobe, where she is due to arrive at 6 p.m. on Wednesday, the 15th inst.

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HONGKONG.

Hongkong, 20th July, 1906. 1116

CROWN AGENTS AND

GOVERNMENT STORES.

A "Marchant" writes to a Ceylon paper:— It is more than a quarter of a century ago since the first animated discussion arose as to the desirability of the Ceylon Government importing or obtaining through Colombo firms their various requirements, usually procured from the Crown Agents and distributed by the Colonial Stores.

So much pressure was brought to bear upon the Government that Sir James Longden appointed a Commission to go fully into the question. Local firms were solicited to tender for supplies and submit samples of various articles in the way of tools, iron, steel, hardware, etc., etc., which were exhibited for inspection at the Colonial Stores. After many weeks consideration of the tenders the report was sent in to Government. It was an entirely satisfactory report as to the prices quoted and the samples exhibited. The report in due course was sent to the Colonial Office, and thence it went to the Crown Agents, and, needless to say, they submitted arguments which were considered satisfactory by the Colonial Secretary of that period for the continuance of the system then in vogue. The Crown Agents and their "costly little guests" won a notable victory.

Since 1830 the matter has not again been discussed by the Chamber of Commerce, but the time has now come when the importance of the question to local merchants should ensure it being reopened and pushed forward by the representatives of mercantile interests.

In 1873 the imports on Government account only amounted to £14,272, which cost £27,437 to distribute by the Colonial Storeskeeper, whereas last year they aggregated somewhere about £210,000, with the Colonial Store Establishment costing between £4,500 and £5,000, so that if it was then considered of vast importance that Government requirements should be thrown open to public competition, the reasons for the abolition of the Crown Agents' Trading Department are considerably intensified to-day.

NO MORE "KASHIMAS"?

When the Kashima steamed through the harbour, without calling, the other day, and the Katori quitted the anchorage in the roads and grandly heaved the swell from the China Sea, on her way to Japan, Singapore in all probability saw for the last time the consignment of men-of-war, freshly built in a British shipyard at home, to the land of the Rising Sun. It stands to reason that, as Japan can build war-vessels now, she will do so for herself and not go far afield to get others to make for her. We take a natural pride in the Dreadnoughts we are building, but Japan is going one better than a Dreadnought. The displacement of the Dreadnought is 18,000 tons, and her main armament consists of 10 twelve-inch guns and 5 torpedo tubes, with a maximum speed of 20 knots, and armour belt of 12 inches. The displacement of the battleships Akai and Satsuma, now building in Japan, is 19,000 tons. Their main armament will consist of 4 twelve-inch guns of 50 calibre length. The estimated speed is 19 knots, and the main armour is nine inches thick.—*Strait Times.*

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

NAVY CONTRACT.

TENDERS are invited for Performing "UPHOLSTERY WORK" for H.M. Dockyard, Hongkong, for a period of Twelve Months from 1st September, 1906.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, Hongkong, and should be returned not later than Noon on THURSDAY, 23rd August, 1906.

A Deposit of \$100 (one hundred dollars) will be required when applying for Tender Forms, to be returned if the Tender is declined.

Hongkong, 15th August, 1906. [1578]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this Day, will be PAYABLE at the HONGKONG and SHANGHAI BANKING CORPORATION on and after WEDNESDAY, the 15th August, 1906.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.
Hongkong, 14th August, 1906. [1579]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE,"
Captain J. M. HENDER, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 14th August, 1906. [1580]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ANTENOR" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 20th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 31st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1906. [1581]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be landed unless notice to the contrary be given before 5 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 21st inst., at 4.30 a.m.

All Claims must reach us before the 27th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, Agents.

Hongkong, 14th August, 1906. [1582]

HONGKONG VOLUNTEER CORPS.

A GRAND

PROMENADE

CONCERT

WILL BE HELD ON

BEHALF OF THE MISSIONS TO SEAMEN

On the Volunteer Parade Ground.

On SATURDAY, 18th AUGUST, 1906, at 9.15 p.m.

TICKETS (\$2 and \$1) may be obtained from the VOLUNTEER HEADQUARTERS and from Messrs. KELLY & WALSH.

Hongkong, 15th August, 1906. [1573]

INTIMATIONS



MAGISTRACY.

A MEETING of HIS MAJESTY'S JUSTICES of the PEACE will be held at the MAGISTRACY, at 2.15 p.m. on TUESDAY, the 21st August, 1906, for the purpose of considering the following application under the Liquor Licences Ordinance, 1895, viz.—

From one MOOSA ABDOL RAZACK for a publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pak Shui Wan, under the sign of "The Belle View Hotel."

H. H. J. GOMPERTZ,
Police Magistrate.
Hongkong, 9th August, 1906. [1587]

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria, and the Eastern Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of July and August.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, staircases and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carred, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and through the Yau-mai service reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK,
Secretary.
Dated this 1st day of August, 1906. [1559]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN ROWLANDS,
Secretary.
Hongkong, 7th July, 1906. [1381]

THE KWANG TUNG MERCANTILE ADMINISTRATION

OF THE

YUET-HAN RAILWAY CO., LTD.

TENDER for 5 First-class, 5 Second-class, and 10 Third-class COACHES, 2 BAGGAGE CARS and 20 DUMP CARS—capacity 5 cubic yards. The Coaches are to be the same style as the First and Second-class Coaches of the Sam-Shui Division, with the exception of the length, which will be 59 feet over ends.

The Third-class Coaches are to be the same as the Second-class Coaches of the Sam-Shui Division, with the exception of the interior finish and the seats to run longitudinally—the sides and double centre seats. Bidders will be required to state the net cost and time of delivery free alongside the wharf at Shek Shai.

Tenders will be opened in the HEAD OFFICE, CANTON, on the 23rd day of August, 1906, at 11 a.m.

The Company reserves the right to reject any or all bids.

CHANG TO CHAI,
President.
Canton, 9th August, 1906. [1568]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady. Apply by letter to—
B. R.,
Care of Office of this Paper.
Hongkong, 16th August, 1906. [1577]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, A Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—
GEO. FENWICK & CO., LTD.
Hongkong, 5th June, 1906. [153]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag—W.

J. W. KEW,
Manager.
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1906. [1243]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.
Hongkong, 30th July, 1906. [1496]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the Fourth, to the Eighteenth day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.
Hongkong, 30th July, 1906. [1497]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, QUEEN'S BUILDINGS, Connaught Road, on MONDAY, 20th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.
Hongkong, 27th July, 1906. [1478]

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN Accordance with Article XVI. Section 7 of the Articles of Association the GENERAL MANAGERS have this Day declared an INTERIM DIVIDEND for the Half-Year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the Register on that date.

Dividend Warrants may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 31st July, 1906. [1512]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1907. 311

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.
Agents.
Hongkong, 1st January, 1906. 29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905 217,827,119.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... £3,388,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO.,
Agents.
Hongkong, 11th July, 1906. [1349]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER

TAKEN. Charges moderate.

F. A. V. RIBEIRO
(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905. [19]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. 45

DAVID CORSAIR & SON'S

MEMPHANT NAVY

NAVY-BOILED

LONG FLAX

RELIANCE CROWN

TARPAILING

ARNHOLD, KARBURG & CO.
Sole Agents.

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS at the OUTPOSTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum. Postage to any part of the World \$2

AUCTIONS

By ORDER OF THE MORTGAGEE. PUBLIC AUCTION.

MESSERS. HUGHES & HOUGH have instructions to Sell by Public Auction, On MONDAY, the 20th August, 1906, at 12 o'clock, NOON, at their SALES ROOMS in Ice House Street, IN ONE LOT THE VALUABLE LEASEHOLD PROPERTY Registered in the Land Office as The Remaining Portion of Section E of Island Lot No. 101 with the premises thereon known as No. 2, GEORGES LANE. The total area of the above property is 787 square feet. The proportion of the Crown Rent is \$3.50.

Particulars and Conditions of Sale may be obtained from the Vendor's Solicitor, Messrs. DEACON, LOCKER & DEACON, 1, Des Voeux Road, Central.

And from the Auctioneers, Hongkong, 13th August, 1906. [1574]

By ORDER OF THE MORTGAGEE. PUBLIC AUCTION.

MESSERS. HUGHES & HOUGH have received instructions to sell by Public Auction, On TUESDAY, the 28th day of August, 1906, at 3 p.m., at their SALES ROOMS, No. 5, Ice House Street, Victoria, Hongkong,

The following VALUABLE LEASEHOLD PROPERTY which will be put up for Sale in TWO LOTS:

LOT 1. All that Piece or Parcel of Ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Island Lot No. 1,034, together with the messuages or tenement thereon known as No. 4, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$1.00.

LOT 2. All that Piece or Parcel of Ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Island Lot No. 1,094, together with the messuages or tenement thereon, known as No. 3, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$2.00.

Particulars and Conditions of Sale may be obtained of—
O. D. THOMSON,
Vendor's Solicitor,
1, Ice House Street,
and of the Auctioneers.

Hongkong, 26th July, 1906. [1475]

TO LET

TO LET

"WOODBURY" GARDEN ROAD, Kowloon.

2nd FLOOR No. 12, Queen's Road Central. Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 1st June, 1906. 501

TO LET.

OFFICE ROOMS on Queen's Rd. Central; also a portion of European Dwelling House, Praya East.

For Rent and Further Particulars, apply to—
N. M. M. M. & CO.,
54 & 56, Queen's Road Central.
Hongkong, 8th August, 1906. [1446]

TO BE LET.

A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Family, suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.

Apply by letter to—
"H. H. H."
Care of "Daily Press" Office.
Hongkong, 17th July, 1906. [1398]

TO LET

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of dry Cargo.

Floor area, 6,100 square feet each. Apply to—
JARDINE, MATTHEWSON & CO.,
Hongkong, 20th January, 1906. 256

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st August, 1906. [79]

TO LET—FURNISHED.

FROM 1st OCTOBER TO 30th APRIL NEXT. "THE NEUK," MOUNT KELLY, PEAK, a 6-Room Bungalow, Tennis Court and Garden.

Apply by letter only to—
HO TUNG,
"Ilford," Seymour Road.
Hongkong, 1st August, 1906. [1507]

TO LET.

NEW EUROPEAN HOUSES in Humphreys Avenue and Carnarvon Villas, Kowloon.

Apply to—
HEWAN & CO.,
15 & 16 Connaught Road, West.
Hongkong, 1st August, 1906. [1508]

TO LET.

A COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.

Apply to—
"G."
No. 9, Balhous Terrace.
Hongkong, 17th May, 1906. [1081]

TO LET.

"NEW KINGSCLEERE" with Stables. Entrances in both Kennedy and MacDonnell Roads.

Owners will, if required, convert the Main Building into a Boarding House, with large Drawing and Dining Room Accommodation and 37 Bedrooms. CHEAP RENTAL.

For full particulars, apply to—
Linstead & Davis.
Hongkong, 28th June, 1906. [1324]

SHAMEEN—CANTON.

TO LET.

No. 2, WEST END TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 8th July, 1906. [1377]

TO LET

TO LET.

OFFICES in King's Building and YORK BUILDING, GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE, FLATS in MORETON TERRACE, "HAYTOR"—The PEAK. Immediate possession.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1906. [1534]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon

SHIPPING

ARRIVALS.
 ANTERIOR, British str., 3,551, E. G. Dickson, 14th Aug.—Singapore 8th Aug., General.
 Butterfield & Swire.
 CHITUNG, British str., 1,199, G. S. Weigall, 14th Aug.—Shanghai 11th Aug., General.
 Jardine, Matheson & Co.
 EMPRESS OF INDIA, British str., 3,623, E. H. Ham, 14th Aug.—Vancouver 23rd July and Shanghai 11th Aug., Mails and General—C. P. R. Co.
 GLENTURK, British str., 3,025, Webster, 14th Aug.—Shanghai 11th Aug., General.
 McGregor Bros. & Co.
 HAVRE, British str., 1,157, J. S. Roach, 14th Aug.—Poochow 10th Aug., Amoy 11th and Swatow 11th, General—Douglas Lapraik & Co.
 LAURENT SCHIFF, German str., 1,012, H. Grand, 16th Aug.—Hamburg 26th June, General, Order.
 MARIPOSA, Chinese steamer, 14th Aug., from Canton.
 MURRAY, Dutch str., 1,592, Emdahl, 14th Aug.—Singapore 8th Aug., General—China.
 OCEANIC, British str., 2,202, R. D. Owens, 14th Aug.—Yokohama 1st Aug., General, Butterfield & Swire.
 RADONISSE, British str., 1,900, Haller, 14th Aug.—London and Singapore 7th Aug., General—Sheehan, Tomes & Co.
 SAGAMI, German str., 1,115, Fr. von Lettow-Petersen, 14th Aug.—Bremen 14th July and Singapore 14th Aug., Mails and General, Melchers & Co.
 SERRA MONTE, British str., 2,207, Hannan, 14th Aug.—Poochow 10th Aug., Sugar—Butterfield & Swire.

CLEARANCES

At the Harbour Master's Office, Aug. 14th.
 ANTERIOR, British str., for Shanghai.
 CHITUNG, British str., for Canton.
 EMPRESS OF INDIA, British str., for Hongkong, Poochow, for Shanghai.
 GLENTURK, British str., for Singapore.
 HAVRE, British str., for Amoy.
 LAURENT SCHIFF, German str., for Hongkong.
 MARIPOSA, Chinese steamer, for Canton.
 MURRAY, Dutch str., for Singapore.
 OCEANIC, British str., for Amoy.
 RADONISSE, British str., for London and Singapore.
 SAGAMI, German str., for Hongkong, Poochow, for Shanghai.
 SERRA MONTE, British str., for Poochow, Amoy, and Swatow.

DEPARTURES

Aug. 14th.
 ANTERIOR, German str., for Hamburg.
 CHITUNG, British str., for Canton.
 EMPRESS OF INDIA, British str., for Hongkong, Poochow, for Shanghai.
 GLENTURK, British str., for Singapore.
 HAVRE, British str., for Amoy.
 LAURENT SCHIFF, German str., for Hongkong.
 MARIPOSA, Chinese steamer, for Canton.
 MURRAY, Dutch str., for Singapore.
 OCEANIC, British str., for Amoy.
 RADONISSE, British str., for London and Singapore.
 SAGAMI, German str., for Hongkong, Poochow, for Shanghai.
 SERRA MONTE, British str., for Poochow, Amoy, and Swatow.

SHIPPING REPORTS

The British str. *Oceanic* reports light S. and S.W. winds and calm.
 The British str. *Radonisse* reports experienced light winds and fine weather throughout.
 The British str. *Haller* reports light variable winds, smooth sea and fine clear weather throughout.
 The British str. *Chitung* reports moderate to light S.W. wind and fine weather from N.E. promontory to port.
 The British str. *Haller* reports from Poochow to Amoy light westerly winds, smooth sea and fine weather. From Amoy to Swatow and Hongkong light S.W. winds, smooth sea and fine weather.

VESSELS IN DOCK

Aug. 14th.
 ARRIVED DOCKS—*Alta*, *Yangtze*, *Waihora*, *Gregory*, *Apur*, *Driford*, *Dongon*, *Coromandel*, *Yankee*.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.
 FOR LONDON AND HAMBURG.

THE Steamship
 Captain R. Webster, will be despatched as above on or about the 14th inst.
 For Freight, etc., apply to
 Mcgregor Bros. & Co.,
 Hongkong, 1st August, 1906. [153]

NORDEUTSCHER LLOYD, BREMEN.
 IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Departure of the Steamship
 "PRINZ REGENT LUITPOLD"
 will take place TO-DAY (WEDNESDAY), the 15th inst., at 6 P.M.
 For further Particulars, apply to
 NORDEUTSCHER LLOYD,
 MELCHERS & Co.,
 Agents,
 Hongkong, 14th August, 1906. [5]

FOR KOBE DIRECT.

THE Japan Shipowner's Association's Steamship
 "KOUN MARU"
 will be despatched for the above Port on or about WEDNESDAY, the 15th inst.
 For Freight and Passage, apply to
 FUKUSUI CO.,
 Agents,
 1st Floor of Chartered Bank,
 Hongkong, 8th August, 1906. [1548]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship
 "HAITAN"
 Captain J. S. Roach, will be despatched for the above Ports on TO-MORROW, the 16th inst., at 1 P.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & Co.,
 General Managers,
 Hongkong, 13th August, 1906. [1575]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
 "POLYNESIE"
 Captain Broc, will be despatched for the above Ports on or about MONDAY, the 20th inst.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent,
 Hongkong, 14th August, 1906. [2]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's Pier.						
LONDON & HAMBURG	GLENTURK	Brit. str.	—	R. Webster	McGregor Bros. & Co.	About 14th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 16th inst.
LONDON, &c., VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	BUTTERFIELD & SWIRE	On 25th inst., at Noon
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
LONDON, AMSTERDAM & ANTWERP	DIOMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
LIVERPOOL DIRECT	TYDEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
MARSEILLES, &c., VIA PORTS OF CALL.	BERNARD SIMONS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
MARSEILLES, HAVRE & LIVERPOOL	ALCIBIADES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
BREMEN, VIA PORTS OF CALL	P. R. LUTFOLD	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
ODessa	—	—	—	—	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Brit. str.	k.w.	Malechov	HAMBURG-AMERIKA LINE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	HELVETIA	Brit. str.	k.w.	Neumann	HAMBURG-AMERIKA LINE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Brit. str.	k.w.	Peter	HAMBURG-AMERIKA LINE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Brit. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINE	On 11th Oct.
HAVRE, ROTTERDAM & LIVERPOOL	KINTUCK	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th Sept.
COPENHAGEN & BALTIC PORTS	KINA	Dan. str.	—	—	BUTTERFIELD & SWIRE	About 17th inst.
TRIESTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst., P.M.
NAPLES, HAVRE, BREMEN & HAMBURG	SILEZIA	Ger. str.	k.w.	Bahl	HAMBURG-AMERIKA LINE	On 4th Sept.
NAPLES, HAVRE, ANTWERP & HAMBURG	SCANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERIKA LINE	On 18th Sept.
GENOA, MARSEILLES & LIVERPOOL	PRINCE	Brit. str.	1 m.	Butchart	BUTTERFIELD & SWIRE	On 20th Sept.
BOSTON & NEW YORK	FOLEY	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	JOHN HARDIE	Am. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALBION	Am. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ATHENS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TRINITY	Am. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	BRILLIANT	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ARAGONIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KASLO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	WILHELM	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TAJAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	DAFINE	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SCOTIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KOEN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TUNAWANDA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SIAM	Dan. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KWANGSE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	CHINKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SOSHU MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SACHSEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	THAKA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KWANGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TRINITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SLAVONIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SOSHU MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SILEZIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	POLYNESIE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	JOCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ARAGONIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SENEGAMBIA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	PAOTING	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	MANAN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	HAITAN	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	YUENSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	RUBI	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ZAFIRO	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SENEGAMBIA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SENEGAMBIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	CHUNGKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TAILUWONG	Dut. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, &c.	NUBIA	About 16th August	Freight and Passage.
YOKOHAMA via SHANGHAI, SOGOTRA, MOJI and KOBE	W. R. Hickey	About 19th August	Freight only.
SHANGHAI, KOBE and OCEANA	W. Hayward, R.N.R.	About 23rd August	Freight and Passage.
LONDON &c., via USUAL PORTS	DELHI	Noon, 25th August	See Special Advertisement.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 13th August, 1906. [1]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 18th Aug. NOON.
ZAFIRO	2540	R. Rodger	Manila	On 25th Aug. NOON.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 13th August, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
 S.S. "JOHN HARDIE" ... About 25th August.
 S.S. "SOUTH AMERICA" ... About 10th October.
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 9th August, 1906. [10]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN
 CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN.	TO SAIL AT NOON
"ARAGONIA"	5,138	Ernst	September 5th, 1906.
"NICOMEDIA"	4,370	G. Meisner	September 16th, 1906.
"NUMANTIA"	4,370	Feldmann	October 9th, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 S. SILVERSTONE, AGENT.
 Hongkong, 4th August, 1906. [13]

HAMBURG-AMERIKA LINIE.

HOME LINE—OUTWARD.

STEAMERS	DESTINATION	TO SAIL.
* SLAVONIA	SHANGHAI, YOKOHAMA & KOBE	17th Aug.
* SENEGAMBIA	SHANGHAI, YOKOHAMA & KOBE	28th Aug.
* SEVIA	SHANGHAI, YOKOHAMA & KOBE	5th Sept.
* SEGOVIA	SHANGHAI, YOKOHAMA & KOBE	12th Sept.
* BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE	23rd Sept.

HOME LINE—HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATION	TO SAIL.
* SPEZIA	HAVRE and HAMBURG	On 13th Aug.
* SILEZIA	NAPLES, HAVRE, BREMEN & HAMBURG	On 4th Sept.
* HELVETIA	via Singapore, Penang and Colombo	On 6th Sept.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG	On 18th Sept.
* SENEGAMBIA	HAVRE and HAMBURG	On 2nd Oct.
* SEGOVIA	HAVRE and HAMBURG	On 11th Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified doctor and stewardess on board.

COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL.
* DAPHNE	NAGASAKI & VLADIVOSTOK	Beginning of Sept.
* THAKA	SHANGHAI & NAGASAKI	16th Aug.
* LYDIA	SHANGHAI & CHINKIANG	Freight & Passengers
* KOWLOON	SHANGHAI & CHINKIANG	Freight & Passengers

Taking Cargo at Through Rates to TIENTSIN and CHENGULPO.
 For Freight and Passage, apply to
 For Steamers of the Coast Service Marked * to
 HAMBURG-AMERIKA LINIE,
 SIEMSEN & CO.,
 HONGKONG OFFICE. [12]

NORTHERN PACIFIC LINE.

BOSTON S. & CO. BOSTON TOWBOAT CO
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing Date.
TREMONT	9,906	T. W. Garlick	On 22nd August.
* PLEIADES	3,753	F. G. Purinton	About 15th September.
* LYRA	4,417	G. V. Williams	On 29th September.
* SHAWMUT	9,606	E. V. Roberts	On 24th October.

* Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 JUREN'S BUILDINGS,
 Hongkong, 4th August, 1906. [7]

VESSELS ON THE BERTH

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"TONAWANDA"
 will be despatched for the above Ports on or about 20th August.
 For Freight and further particulars apply to
 SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, 8th August, 1906. [1542]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERREANEA AND BLACK SEA PORTS.

THE Steamship

"ERNEST SIMONS."
 Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 21st August, at 1 P.M.
 This Steamer connects at Colombo with the Australian line s.s. *Wille de la Colard*, bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "CALEDONIE" ... 4th Sept.
 S.S. "POLYNESIE" ... 18th Sept.
 S.S. "SALAZIE" ... 1st Oct.
 G. DE CHAMPEAUX,
 Agent,
 Hongkong, 8th August, 1906. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE

OCEAN STEAMSHIP COMPANY, LD. CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FOR NIGHTLY SALES FOR LONDON AND CONTINENT.
MONTHLY SALES FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.	
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.	
GLASGOW and LIVERPOOL	"TEENKAI"	On 6th September.	
GLASGOW and LIVERPOOL	"MACHAON"	On 6th September.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 13th September.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 13th September.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 20th September.	
GLASGOW and LIVERPOOL	"MENELAUS"	On 20th September.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.	

FROM	STEAMERS	TO	DATE
LIVERPOOL DIRECT	"ACHILLES"	On 28th August.	
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.	
LONDON, AMSTERDAM and ANTWERP	"DIOMEDE"	On 11th September.	
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th September.	
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.	
HAVRE, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.	

TRANS-PACIFIC SERVICE.
Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA, EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA HAMA	"BELLEROPHON"	On 1st September.	
TACOMA, SEATTLE, VICTORIA, & PACIFIC COAST	"TYDEUS"	On 13th August.	
	"STENTOR"	On 8th September.	

BUTTERFIELD & SWIRE, AGENTS.
[9-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
NINGPO, SHANGHAI & VLADIVOSTOK	"PAOFING"	On 17th August.	
SHANGHAI & VLADIVOSTOK	"KINCHANG"	On 18th August.	
SHANGHAI & VLADIVOSTOK	"SUNGKIANG"	On 21st August.	
SHANGHAI & VLADIVOSTOK	"TIENSIN"	On 24th August.	
MANILA, ZANBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIKINS, TOWNVILLE, BRISBANE, SYDNEY and YELBOURNE	"TSINAN"	On 27th August.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED FAIRWAY FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[11]

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMUI VIA SWATOW AND AMOY	"MASAN MARU"	SUNDAY, 19th Aug., at 10 A.M.	
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SOSHU MARU"	THURSDAY, 16th Aug., at Noon.	
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU"	SATURDAY, 18th Aug., at Noon.	

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsip. Unrivalled Table.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.
Hongkong, 15th August, 1906. T. ARIMA, Manager. [14]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA"	6,000	17th Sept.
"ATHENIAN"	3,882	17th Sept.
"EMPERESS OF JAPAN"	6,000	24th Sept.
"MONTEAGLE"	6,163	24th Sept.
"EMPERESS OF CHINA"	6,000	31st Oct.
"TARTAR"	4,425	31st Oct.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamer at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 230; via New York 282. Intermediate on Steamers, 240, " " 242.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry intermediate passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR SHANGHAI, YUENSANG, Thursday, 18th Aug., 4 P.M.
FOR MANILA, YUENSANG, Friday, 17th Aug., 4 P.M.
FOR TIENTSIN, SAMARANG and CHIPSING, Saturday, 18th Aug., 4 P.M.
FOR SINGAPORE, SAMARANG and CHIPSING, Saturday, 18th Aug., 4 P.M.
FOR SINGAPORE, SAMARANG and CHIPSING, Saturday, 18th Aug., 4 P.M.
FOR SINGAPORE, SAMARANG and CHIPSING, Saturday, 18th Aug., 4 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
For Freight or Passage, apply to
HONGKONG, 15th August, 1906.
JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

EAST ASIATIC CO., LTD., RUSSIAN EAST ASIATIC CO., LTD., COPENHAGEN, ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	TO	DATE
SHANGHAI, CHINGWANGTAO, TAKU and VLADIVOSTOK	"TRANQUEBAR"	On or about 16th Aug.
SHANGHAI, YOKOHAMA, KOBE and VLADIVOSTOK	"NICOBAR"	On or about 14th Sept.
TONGKIL, YOKOHAMA and KOBE	"SIAM"	On or about 14th Oct.
ODessa	"KITAI"	On or about 15th Sept.

FOR COPENHAGEN AND BALTIC PORTS.
S.S. "KINA" ... on or about 15th Aug. from Hongkong.
S.S. "SEBRIEN" ... on or about 15th Sept. from Hongkong.
S.S. "TRANQUEBAR" ... on or about 1st Oct. from Hongkong.
For Further Particulars, apply to
MELCHERS & CO., AGENTS. [1357]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUFZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	TO	DATE
PRINZ REGENT LUITPOLD	WEDNESDAY	15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	29th August
SACHSEN	WEDNESDAY	12th September
PRINZ HEINRICH	WEDNESDAY	26th September
GRINSENAU	WEDNESDAY	10th October
PRINZ LUDWIG	WEDNESDAY	24th October
PREUSSIN	WEDNESDAY	7th November
PREUSSIN	WEDNESDAY	21st November

ON WEDNESDAY, the 15th day of AUGUST, 1906, at 6 P.M., the Steamship "PRINZ REGENT LUITPOLD" Captain H. Kirchner, with MALES, PASSENGERS, SPECIALLY CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 13th Aug. Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 14th Aug. and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 14th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$21 0 0	\$12 0 0	\$22 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
TO NEW YORK VIA SUEZ	64 0 0	44 0 0	26 0 0
VIA NAPLES, GENOA OR GIBRALTAR	115 0 0	79 0 0	47 0 0
VIA BREMEN OR SOUTHAMPTON	88 0 0	46 0 0	27 0 0
	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA. FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATULI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	TO	DATE
WILLEHAD	4763 tons	TUESDAY, 21st Aug.
PRINZ WALDEMAR	3227 tons	TUESDAY, 18th Sept.
PRINZ SIGISMUND	3502 tons	TUESDAY, 16th Oct.

ON TUESDAY, the 21st AUGUST, at NOON, the Steamship "WILLEHAD" Captain Obenaus, with Males, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$30.00	\$20.00	\$10.00
TO NEW GUINEA	\$30.00	\$20.00	\$10.00
TO BRISBANE	\$30.00	\$20.00	\$10.00
TO SYDNEY	\$30.00	\$20.00	\$10.00
TO MELBOURNE	\$30.00	\$20.00	\$10.00
TO YOKOHAMA	\$30.00	\$20.00	\$10.00
TO KOBE	\$30.00	\$20.00	\$10.00
TO YOKOHAMA and back from KOBE	\$30.00	\$20.00	\$10.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$97.00, 2nd Class \$67.00, 3rd Class \$37.00.
TO EUROPE VIA AUSTRALIA AND AMERICA
From Australia to New York via Vancouver by the C.P.R. Co.'s "Manitowick" or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

STEAMERS	TO	DATE
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"SACHSEN"	Wednesday, 15th Aug., 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ HEINRICH"	Wednesday, 29th Aug.
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	Wednesday, 29th Aug.

Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS P.O.M. HONGKONG to Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers, P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—
1st Class
To London via Plymouth or Southampton £32.0.0.
To Bremen 63.10.0.
To Paris via Cherbourg 65.0.0.
To Naples, Genoa via Gibraltar 65.0.0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 29th July, 1906. [5]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of August	JAVA PORTS	First half of August
TJIMAH	JAVA	Second half of August	JAPAN via SHANGHAI	Second half of August
TJIPANAS	JAVA	First half of September	JAPAN via SHANGHAI	First half of September
TJILATJAP	JAPAN	First half of September	JAVA PORTS	Second half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.
York Buildings, 1st Floor, Hongkong, 8th August, 1906. [16]

VESSELS ON THE BENTH

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.
Proposed Sailings from Hongkong to CALLAO, IQUIQUE, VALPARAISO, VIA JAPAN PORTS.

Steamers	Tons	DATE
"KASADO MARU"	6,000	17th Aug. Noon.
"GLENFARG"	4,000	25th Aug. Noon.

(Date of sailing subject to alteration.)

Taking freight also to other Western Coast Ports of South America, transshipping to the Connecting Lines.
The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to
K. MATSUDA, Manager, York Building, Hongkong, 20th July, 1906. [1447]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"SILESIA"

Captain Stabile, will leave for the above places on SATURDAY, the 18th inst., P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents, Princes Building, Hongkong, 13th August, 1906. [13]

DAMPFSCHIFFS-RHEDEREI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"ALBENGA"

Captain Petersen, will be despatched for the above Port on or about SATURDAY, the 25th August, 1906.
For Freight, apply to
CARLOWITZ & Co., Agents, Hongkong, 13th July, 1906. [1412]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"FOXLEY"

Captain Butchart, will be despatched for the above Ports on or about the 4th September.
For Freight, apply to
ARNHOLD, KARBURG & Co., Agents, Hongkong, 9th August, 1906. [1554]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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POST OFFICE NOTICES.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.

Correspondence intended for this route to the United Kingdom should be so superscribed.

27 Pillar Boxes have been placed, and will be cleared as under—
Park View—9.25 a.m., 11.25 a.m., 1.25 p.m., 3.25 p.m. on weekdays and 9.25 a.m. on Sundays.
Ladder St.—9.35 a.m., 11.35 a.m., 1.35 p.m., 3.35 p.m. on weekdays and 9.35 a.m. on Sundays.
Maddison Road—9.50 a.m., 11.50 a.m., 1.50 p.m., 3.50 p.m. on weekdays and 9.50 a.m. on Sundays.

No. 2 Police Station—8 a.m., 11 a.m., 2 p.m., 5 p.m. on weekdays and 8 a.m. on Sundays.
The Pillar Box has been removed from the back of the old Harbour Office. Letters in that district may be posted in the Western Branch Office, 216 Des Vaux Road Central.

The *Manila*, with the American mail, left Shanghai on Monday, the 13th inst., at daylight, and may be expected here to-day.

The *Polynesia*, with the French mail of the 20th ultimo, left Singapore on Monday, the 13th inst., at 1.15 p.m., and may be expected here on or about Monday, the 20th inst. This packet brings replies to letters despatched from Hongkong on the 10th June.

MAIL WILL CLOSE

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Sakura	Wednesday, 15th, 8.00 A.M.
Haiphong	Haiphong	Wednesday, 15th, 9.00 A.M.
Bangkok	Bangkok	Wednesday, 15th, 11.00 A.M.
Shanghai	Shanghai	Wednesday, 15th, 3.00 P.M.
Calcutta	Kalida	Wednesday, 15th, 3.00 P.M.

Printed Matter and Samples—3.30 P.M.
Registration, with late fee of 10 cents, up to 4.00 P.M.
Registration, Kowloon B.O., 3.30 P.M.
No late fee.
Letters—5.00 P.M.

Extra, India via Tutuila—P. R. Laidfield.
(Late Letters 5.00 to 5.30 P.M. Extra)
Postage 10 cents.

Kobe	Kobe Maru	Thursday, 16th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Sasha Maru	Thursday, 16th, 9.00 A.M.
Quing Chow Wan, Haiphong, Pakhoi and Haiphong	Haiphong	Thursday, 16th, Noon.
Swatow, Amoy and Foochow	Haiphong	Thursday, 16th, 1.15 P.M.
Macao	Haiphong	Thursday, 16th, 2.00 P.M.
Shanghai and Nagasaki	Haiphong	Thursday, 16th, 3.00 P.M.
Shanghai	Haiphong	Friday, 17th, 11.00 A.M.
Singapore	Kinsaku Maru	Friday, 17th, 11.00 A.M.
Kobe, Yokohama, Canton, Hongkong & Valparaiso	Haiphong	Friday, 17th, 1.15 P.M.
Macao	Haiphong	Friday, 17th, 2.00 P.M.
Singapore, Penang and Calcutta	Haiphong	Friday, 17th, 3.00 P.M.
Manila	Haiphong	Friday, 17th, 3.00 P.M.
Ningpo, Shanghai and Vladivostok	Haiphong	Saturday, 18th, 11.00 A.M.
Manila	Haiphong	Saturday, 18th, 1.15 P.M.
Macao	Haiphong	Saturday, 18th, 3.00 P.M.
Chinkiang	Haiphong	Saturday, 18th, 3.00 P.M.
Shanghai, Shanghai, Moji, Kobe, Shimizu, Yokohama, Victoria and Seattle—Wash.	Kaga Maru	Monday, 20th, 3.00 P.M.

AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG and SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail.
Extra Postage 10 cents.)

COMMERCIAL.

CLOSING QUOTATIONS.

Aug. 14th.

ON LONDON—	21 1/2
Telegraphic Transfer	21 1/2
Bank Bills, on demand	21 1/2
Bank Bills, at 30 days sight	21 1/2
Bank Bills, at 4 months sight	21 1/2
Credit, at 4 months sight	21 1/2
Documentary Bills, 1 month sight	21 1/2
ON PARIS—	21 1/2
Bank Bills, on demand	21 1/2
Credit, at 4 months sight	21 1/2
ON NEW YORK—	21 1/2
Bank Bills, on demand	21 1/2
Credit, at 4 months sight	21 1/2
ON BOMBAY—	21 1/2
Telegraphic Transfer	21 1/2
Bank, on demand	21 1/2
ON CALCUTTA—	21 1/2
Telegraphic Transfer	21 1/2
Bank, on demand	21 1/2
ON SHANGHAI—	21 1/2
Bank, at sight	21 1/2
Private, 30 days sight	21 1/2
Yokohama—On demand	21 1/2
ON MANILA—On demand	21 1/2
ON SINGAPORE—On demand	21 1/2
ON BATAVIA—On demand	21 1/2
ON HONGKONG—On demand	21 1/2
ON SAIGON—On demand	21 1/2
ON PANGLOSS—On demand	21 1/2
ON SINGAPORE, Bank's Buying Rate	21 1/2
B. E. LEAF, 100 fine, per cent	21 1/2
B. E. SILVER, per cent	21 1/2

OPIUM.

Aug. 14th.

Quotations are—	Allow net to 1 city.
Melua New	3500 to — per picul.
Melua Old	3100 to —
Melua Older	3100 to —
Melua V. OB.	3100 to —
Perian fine quality	3700 to —
Perian extra fine	3700 to —
Patna New	3500 to — per chest.
Patna Old	3500 to —
Benares New	3500 to —
Benares Old	3500 to —

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Heinrich* will leave Funchal on Monday, the 13th inst., at 1.15 p.m., and may be expected here on or about Wednesday, the 15th inst., at daylight.

THE AMERICAN MAIL.
The P.M. str. *Manila* sailed from Shanghai on the 14th inst., a.m., and is due here on the 15th inst., at daylight.

The P.M. str. *China* will sail from Manila on Monday, the 13th inst., at noon, and is due here on Wednesday, the 15th inst., at 11 a.m.

THE FRENCH MAIL.
The M.M. str. *Polynesia* left Singapore on the 13th inst., at 1 p.m., for this port via Saigon.

MONOPART STEAMERS.
The str. *Genaro* left Calcutta for this port via Japan ports on the 1st July, and is due here on or about the 15th August.

The H.A. str. *Stavronia*, from Hamburg, left Singapore for this port on the 10th inst., at 9 a.m., and may be expected here on or about the 15th inst.

The C.N. str. *Sungking* left Hilo on the 12th inst., and may be expected here on the afternoon of the 16th inst.

The str. *Latana*, from Calcutta and the Straits, left Singapore for this port on the 10th inst., at 5 p.m.

The C.N. str. *Yokohama* is expected to leave Shanghai about 14th inst., and is due here on or about 17th inst., a.m.

The C.N. str. *Tamara* leaves Manila on the 14th inst., and is due here on the 17th inst.

The A. L. str. *Silene* left Singapore on the 10th inst., and is due here on the 17th inst.

JOINT STOCK SHARES.

Hongkong, August 14th.

COMPANY.	PAID UP.	QUOTATIONS.
Albion	\$200	\$100.
Banks		
Hongkong & Shanghai	\$125	\$250.
National Bank of China	45	\$47.
Bell's Asbestos Co., Ltd.	125	\$7.
China-Borneo Co.	\$12	\$10, buyers.
China Light & P. Co.	\$10	\$10, buyers.
China Provision	\$10	\$9.10, buyers.
Cotton Mills		
Evo.	115	75.
Hongkong	110	\$14, buyers.
International	75	\$14, buyers.
Latou Kung Mow	110	\$14, buyers.
Soyabean	110	\$14, buyers.
Dairy Farm	\$6	\$17, buyers.

Docks and Wharves	\$50	\$100.
H. & W. Wharf & Co.	\$50	\$150, sellers.
H. & W. Dock	\$50	\$15, sellers.
New Amoy Dock	\$50	\$15, sellers.
Shanghai Dock and		
Eng. Co., Ltd.	110	\$100.
Shanghai & H. Wharf	110	\$100.
Fenwick & Co., Geo.	\$25	\$22, sellers.
Green Island Cement	\$10	\$22, sellers.
Hongkong & C. Gas	210	\$17, buyers.
Hongkong Electric	\$10	\$15, buyers.
H. H. L. Tramways	\$100	\$23, buyers.
Hongkong Hotel Co.	\$50	\$12, buyers.
Hongkong Ice Co.	\$25	\$23, buyers.
Hongkong Rope Co.	\$10	\$20, buyers.
H. K. S. Waterfront	\$10	\$2, sellers.

Insurance		
China	\$50	\$55, sellers.
China Fire	\$25	\$10, sellers.
China Trade	\$25	\$10, sellers.
Hongkong Fire	\$25	\$10, buyers.
North China	\$25	\$10, buyers.
Union	\$100	\$80, buyers.
Yangtze	\$20	\$12.

Land and Building		
Hongkong Land	\$100	\$110, sellers.
Hongkong Land	\$100	\$110, sellers.
Hongkong Land	\$100	\$110, sellers.
Hongkong Land	\$100	\$110, sellers.
Hongkong Land	\$100	\$110, sellers.
Hongkong Land	\$100	\$110, sellers.
Hongkong Land	\$100	\$110, sellers.
Hongkong Land	\$100	\$110, sellers.
Hongkong Land	\$100	\$110, sellers.
Hongkong Land	\$100	\$110, sellers.

Mining		
Charbonnages	\$25	\$45, nominal.
Batavia	\$25	\$45, nominal.
Philippine Co.	\$10	\$5.
Rothmans	\$100	\$100, sellers.
China Sugar	\$100	\$120, buyers.
Steamship Companies		
China and Japan	\$25	\$21, buyers.
Douglas Steamship	\$10	\$4.
H. Canton & M.	\$10	\$12, buyers.
Indo-China S.N. Co.	\$10	\$7, buyers.
Shanghai Land & H.	\$10	\$12, buyers.
Star Ferry	\$10	\$25, sellers.
Do. New	\$5	\$25, sellers.

Shanghai & H. Dyeing	\$50	\$50.
South China M. Post	\$25	\$18, buyers.
Shanghai Laundry Co.	\$5	\$5.
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$10.
Fowell & Co., Wm.	\$10	\$10.
Watkins	\$10	\$10.
Watson & Co., A. S.	\$10	\$10.
United Asbestos	\$5	\$5, d.
Do. Founders	\$10	\$15, d.

VERNON & SMYTH.

HONGKONG TIDE TABLE.
From August 15th to 21st, 1906.
To correct Zone Time and 23 min. and 18 sec.

Day	High Water	Low Water
Mon. 15	10.15	4.15
Tue. 16	10.25	4.25
Wed. 17	10.35	4.35
Thu. 18	10.45	4.45
Fri. 19	10.55	4.55
Sat. 20	11.05	5.05
Sun. 21	11.15	5.15

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 14th.

Hongkong Observatory, August 14			
	Previous Day	On Date at	On Date at
	at 4 p.m.	10 a.m.	4 p.m.
Barometer	29.85	29.90	
Temperature ...	78	80	
Humidity	75	74	
Wind Direction ..	E	ESE	
Force	2	1	
Weather			
Rain			
Highest open air Temperature on 13th.			
Lowest open air Temperature on 13th.			

MESSRS. FALCONER & CO.'S REGISTER.

Aug. 14th.

Barometer 9 A.M.	29.91	Therm. (Wetbulb) 9 A.M.	80
Barometer 1 P.M.	29.89	Therm. (Wetbulb) 1 P.M.	82
Barometer 4 P.M.	29.85	Therm. (Wetbulb) 4 P.M.	82
Thermom. 9 A.M.	85	Therm. Maximum	86
Thermom. 1 P.M.	86	Therm. Minimum	80
Thermom. 4 P.M.	85	Therm. Night	80

STEAMERS PASSED THE CANAL.

July 31st—*Dea of Maine*, 10th—*Dongola*, 13th—*Radnorshire*, 17th—*Starvation*, 18th—*Sutton*, 20th—*Sabana*, 20th—*Socotra*, 21st—*Antenor*, 24th—*Benelech*, 24th—*Sachsen*, 27th—*Polynesia*, 28th—*Hyson*, 31st—*Bannock*, 1st—*Idonensis*, 2nd—*Saugurbin*, 3rd—*Silko Hara*, 4th—*Kanachi*, 5th—*Kinetic*, 6th—*Bellerophon*, 7th—*Beagle*, 8th—*Bravem*, 9th—*Denbighshire*, 10th—*Prinz Heinrich*, 11th—*Suevia*, 12th—*Madison*, 13th—*Salazie*, 14th—*Seydlitz*, 15th—*Tenka*, 16th—*Awa Morn*, 17th—*Acilia*, 18th—*Cambodia*.

ARRIVAL AT HOME.

Aug. 10th—*Tourane*, *Palawan*.

新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or colloquial Chinese.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, A.C., ex *s.s. Macedonia*.
From Calcutta, ex *s.s. Scotia*.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT.

Superintendent.

Hongkong, 14th August, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLIEDI."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th August will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th August, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th August, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Marseilles, ex *s.s. Himalaya*.
From Persian Gulf, ex *s.s. I. S. N. & B. P. S. N. Co.'s Steamer*.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT.

Superintendent.

Hongkong, 11th August, 1906.

THE EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR"

having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. today.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 20th inst. A.M. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 20th inst., at 9.30 A.M.

All Claims must reach us before the 25th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THE EAST ASIATIC Co. Ltd.,

MELCHERS & Co.,

Agents.

Hongkong, 13th August, 1906.

ON SALE.

RATES OF EXCHANGE

AT HONGKONG,

FOR

DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO